

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (currently amended): A fuel supply system for an internal combustion engine, comprising:

a saddle type fuel tank provided with a main chamber and an auxiliary chamber on both sides of an upwardly protruding center portion of a bottom face thereof;

a fuel return pipe returning fuel from an engine body to said fuel tank;

a jet pump having a function for pumping the fuel to a main chamber side of said fuel tank by utilizing a negative pressure occurring due to a fuel ejection pressure from an outlet of said fuel return pipe; and

a fuel transfer tube with one end portion connected to a fuel introduction port of said jet pump and the other end portion mounted to lie over said protruding portion, to face said auxiliary chamber,

wherein at least a part of said fuel transfer tube is formed by arranging alternately a plurality of bellows portions each of which cross section is variable, and a plurality of straight portions each of which cross section is fixed, each of adjacent bellows portions having only one of the straight portions therebetween, and wherein a straight portion disposed downstream of one bellows portion has a length equal to or more than a length of the one bellows portion disposed upstream of the straight portion; and

wherein said fuel transfer tube is configured to be formed by in bellows shape at a portion thereof, said fuel transfer tube being variable in accordance with the shape of the fuel tank.

2. (original): A fuel supply system for an internal combustion engine according to claim 1,

wherein said other end portion which faces said auxiliary chamber, of said fuel transfer tube is constituted by a connector member which is inserted in a single-touch into a mounting hole formed on a mounting member for mounting said other end portion, to be retained.

3. (original): A fuel supply system for an internal combustion engine according to claim 2,

wherein said connector member is formed to be axially rotatable relative to said mounting hole.

4. (original): A fuel supply system for an internal combustion engine according to claim 2,

wherein said connector member is formed in an L-shape consisting of a mounting portion mounted to said mounting hole to extend axially and a bent portion bent at a right angle from said mounting portion.

5. (original): A fuel supply system for an internal combustion engine according to claim 2,

wherein the entirety of said fuel transfer tube is formed of resin material.

6. (original): A fuel supply system for an internal combustion engine according to claim 1,

wherein said fuel transfer tube is formed by arranging alternately the bellows portions and straight portions on a main chamber side only.

7. (original): A fuel supply system for an internal combustion engine according to claim 6,

wherein in said fuel transfer tube, a portion on the main chamber side is formed of resin material, and a portion of said fuel transfer tube on an auxiliary chamber side and a portion lying over said protruding portion are mainly formed of metal material.

8. (original): A fuel supply system for an internal combustion engine according to claim 1,

wherein said other end portion which faces said auxiliary chamber, of said fuel transfer tube is mounted to a fuel outlet of a fuel filter to introduce fuel via said fuel filter.

9. (original): A fuel supply system for an internal combustion engine according to claim 1,

wherein said jet pump together with a pump body discharging fuel to said engine is incorporated in a pump unit.

10. (currently amended): A fuel transfer tube connected to a fuel inlet of a fuel pump disposed in a fuel tank of an internal combustion engine,

wherein said fuel transfer tube is formed by arranging alternately bellows portions each of which cross section is variable, and straight portions each of which cross section is fixed, each of adjacent bellows portions having only one of the straight portions therebetween, and wherein a straight portion disposed downstream of one bellows portion has a length equal to or more than a length of the one bellows portion disposed upstream of the straight portion;

wherein said fuel tank is a saddle type fuel tank provided with a main chamber and an auxiliary chamber on both sides of an upwardly protruding center portion of a bottom face thereof, and an end portion on a main chamber side is a jet pump having a function for pumping fuel by utilizing a negative pressure occurring due to a fuel ejection pressure from an outlet of a fuel return pipe; and

wherein said fuel transfer tube is configured to be formed in bellows shape at a portion thereof, said fuel transfer tube being variable in accordance with the shape of the fuel tank.

11. (canceled).

12. (original): A fuel transfer tube according to claim 10,

wherein one end portion of said fuel transfer tube, being a fuel inlet on an opposite side of a fuel pump connection side, is constituted by a connector member which is inserted in a single-touch into a mounting hole formed on a mounting member for mounting said one end portion, to be retained.

13. (original): A fuel transfer tube according to claim 12,  
wherein said connector member is formed to be axially rotatable relative to said mounting hole.

14. (original): A fuel transfer tube according to claim 12,  
wherein said connector member is formed in an L-shape consisting of a mounting portion mounted to said mounting hole to extend axially and a bent portion bent at a right angle from said mounting portion.

15. (original): A fuel transfer tube according to claim 10,  
wherein the entirety of said fuel transfer tube is formed of resin material.

16. (original): A fuel transfer tube according to claim 10,  
wherein the portion in which said bellows portions and said straight portions are arranged alternately is formed of resin material, and the remaining portion is mainly formed of metal material.